

THE MARCH MAGAZINES.

"OLD AND NEW."

The March number of Old and New has the following list of articles:—"Old and New," by the editor; "Revelation," by Henry James; "She Writes" (chapter 1 and 2); "What a Young Man Needs in College," by President George M. Steele; "In Search of a Climate," "Sonnet," by Paul H. Hayne, Georgia; "Religion in Schools," by A. D. Mayo; "Paul Tracey, Artist," by Julia C. R. Dorr; "The Distant Hills," by R. S. P.; "The Algonkin 'Manit' or 'Manitou,'" by J. H. Trumbull; "Nature and the Great Railroad" (II, with cuts), by William T. Brigham; "The March of Empire," by J. K. Hosmer; "Bidding," by Mrs. A. D. Whitney; "Thing New and Old," by Washington Gladden; "England's New Colony," "La Musica Trioufante," by T. W. Parsons; "The School Men and their Bureau," by Sidney Andrews; "Ten Times One is Ten" (chapters iv and v), by Fred. Ingham; "Sympathy," "The Examiner," "Record of Progress."

From the paper entitled "What a Young Man Needs at College," by Professor Steele, of Lawrence University, Wisconsin, we quote as follows:—First a good body is wanted. After all that has been said there are comparatively few who realize, to its full extent, the dependence of the soul for its real effectiveness on physical health. It is not merely that the body is the instrument of the mind and so the profitable activity of the latter; though this is a great and important consideration, fully equal to that which has been estimated concerning it. But also the body itself somehow has a greater agency in its effect, both on the mind and on some of the objects of the action than it has, in any case, received credit for. It is only on this supposition the effect of some of our popular orators can be accounted for. Even such men as Whitefield, and Spurgeon, and Beecher, however much of their efficiency may be owing to their lofty spirituality and intense earnestness, certainly are indebted for less to intellectual superiority than to perfection of physical vigor and the happy balance of the physical powers. It may be doubted whether this muscular energy is not quite as indispensable a requisite in the intellectual work of the world as in its manual employments.

One of the great and hitherto invincible fallacies of our civilization, working immense mischief, is the theory and practice of selecting the constitutionally feeble-bodied members of the family, or those who have suffered from disease or accident, which has diminished the bodily strength, as fit subjects for a liberal education and the most intellectual employments. Say the parents and friends, and the community generally, "These children will be good for nothing else—they cannot work—they must be educated." Thus the refuse of the community is set apart for the highest and most important uses. Probably it would be best that the opposite theory should exclusively prevail; but, even so, we should gain incalculably in the intellectual, and probably not lose so very much in the manual, force of the world. To say nothing of the exhausting character of the pressure of a sickly body on a soul which ought to be supported by the body instead of furnishing a support for it, how much mightier is the influence of the mind when transmitted through a healthy muscular and nervous system. Study, then, instead of its being a reason why a young man should not go to college, because he is strong and robust of body, that is the very reason why he should go—it is the very thing he needs—better than money, or genius, or almost anything else, except common sense, and that he is far more likely to have if he first have the other.

No doubt one reason why a large class of young men are deterred from a college course, is that such a course is associated in their minds with delicate constitutions and feeble, anemurizing bodies. If more of our hearty, rugged boys, full of the air and fire of the same sufficient inclination to study, so that there would be a natural limit fixed to excess in either direction, while the influence thus exerted would draw the extremes to a healthy mean. Thus, and thus only, should we have the *mens sana in sano corpore*.

In the second place, he needs a correct theory of the scholastic life. I do not mean an absolutely infallible theory; that, probably, he will not get. There is a variety of opinions entertained on this subject by wise men, and it is not likely that the best will be accepted by all. Yet there are certain principles which are adopted by those best qualified to judge, and which commend themselves to the common sense of all. That a student needs some regular plan is obvious. A poor course of study is much better than none. F. W. Robertson, in one of his letters written not many years after leaving Oxford, lamenting his desultory style of culture, says:—"I now feel that I was utterly, mournfully, irreparably wrong."

Now I would give £200 a year to have read on a bad plan chosen for me, but steadily. All profitable plans of scholastic culture, with whatever variable elements, have this constant quality, namely, that there must be such a range and diversity of study as will serve to the development, discipline, and information of all the powers of the soul. What we seek, or ought to seek, is the greatest possible amount of power consistent with a well-balanced and systematic manhood. There may be a great difference of opinion as to the kind and proportion of studies best adapted to this end. But evidently the worst curriculum likely to be accepted in any institution would be immeasurably superior to the random, impulsive following of one's untutored inclinations and preferences, or the hesitating, undecided pursuit of a mere novice. How much more profitable it is than the method viciously called practical, requires no extraordinary wisdom to discern. True, a practical education is what a young man needs, and no other is worth talking about; but how preposterous to call that system which gives "a complete business education in six months," or that fragmentary, one-sided, and narrow plan of study, which makes mere engineers, chemists, and lawyers, practical, while that which makes men and furnishes a broad basis and

generous competence of power, is thought to be something the opposite of practical!

No doubt the very best of the courses of study now in use may be profitably modified. The methods of study, too, are in rapid process of improvement, and there is yet much advancement to be made ere we approximate perfection. Let it be freely conceded that till a comparatively recent date, and perhaps too largely up to the present time, we have been somewhat unnatural in our habits both of teaching and study, especially in that we have not enough regarded the common-sense, nor kept in line with the spontaneous and intuitive action of the mind. But because we have not all possible wisdom, are we to abandon the accumulations of the ages and begin *de novo* to learn everything over again? Would it be sensible for a semitized nation to go back to barbarism because their attainments fall short of the full enlightenment of a more advanced race? Yet this is precisely the plan recommended by some of our would-be educational philosophers.

The student, then, needs to come under the dominion of some theory of the scholastic life which is the result of the experience and observation of scholars, not for a series of years merely, but for a series of generations; and not to abandon it hastily for a plausible but never tested fancy of a few visionary persons. Let this better notion be more generally disseminated among our young people in America, and we shall have less of the superficial and the unscholarly specialism, and less aversion to what is obviously the most natural, the most satisfactory, and most enjoyable course of training.

Another essential thing is a high moral purpose. It needs no labored argument to prove that the proper ends of human action are moral. The noblest inspirations are those of a religious character, and the grandest motives impelling to human action are found in Christianity. Evidently, too, the vision of our accountability, quickened by all our faculties and their largest culture. None of us at present can begin to comprehend the wealth of power, and wisdom, and greatness—the mighty volume of being which God has made possible to every soul. Here, too, there are measureless resources for the satisfaction of every want and every requirement of our being. To neglect these germs of infinite growth, and squander the treasures furnished forth for their uses, is to trample under foot the richest gifts of God, and to hold in contempt the grandest opportunities conceivable to mortals.

The great end, and his great need, is to get control of all the spiritual forces which belong to him, and to hold them to the great purposes for which they were created. It is not enough that he keep his appetites from making him a brute, or his passions from making him a savage or a demon, or his other propensities from making him a good-for-nothing man of the world, or his selfishness a monster from which all goodness revolts; but his volition must have in it a positive quality, calling into action all these God-inspired forces which without this authoritative summons would slumber in idleness.

It is not designed to recommend the artificial and superficial system of ethics practically adopted by a large class of the community. Much that goes by the name of virtue is only a thin veneering, having reference to nothing beyond social respectability or a reputation suited to the exigencies of business or popular policy. It comes from no inward principle, and has no more of real character in it than has the coat of a Broadway dandy. The morality which is essential to great things grows out of a profound conviction of our accountability, quickened and inspired by the Divine law acting upon the very springs of our being.

To the lack of this moral purpose is in great part owing the aversion to high scholarly culture on the part of so many, and of the inefficient and partial scholarship on the part of others, which characterizes our communities. Selfishness is ever short-sighted, and sometimes stone-blind. It is nearly certain to defeat its own ends by narrowing existence down to the earthly life, to immediate and transient enjoyment. A profound moral motive is the only one that conquers with the nature and gratification of man. Any lower incentive is likely to fail at some point far short of the true goal of the highest development of the soul's power. It lacks the force to carry some through any part of the self-denying discipline implied in the higher academic course; it is the occasion of failure to others before their course is completed; while it permits still others to go forth with a kind of scholarly reputation, but with almost no fitness for a scholar's work. This deplorable defect has also much to do with the flimsy schemes of education to which I have alluded, and which only seek to qualify a man for "getting a living"—as if a mere living, even a good living, were anything worth having at all. It degrades man to the condition of an oyster or a polyp when he is entitled to the companionship of angels, the heirship of all things, and to the unspeakable eternal joys of glorified existence. Whatever else a young man needs at college, he needs this high moral purpose, not only that he may aim at the best and the only proper things, but that he may accomplish the things at which he aims.

These seem to me to be the main essentials for a student. With these and what is implied in them, together with the qualities requisite to any kind of success anywhere, he will succeed in this grand enterprise, and in all those to which it freely opens the way.

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RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD
AFTER 8 P. M. SUNDAY, NOVEMBER 14, 1898. The trains of the Pennsylvania Central Railroad leave the Depot at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market Street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chestnut and Walnut streets cars run within one square of the Depot. Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chestnut streets, and at the Depot. Agents of the Union Transfer Company will call for and deliver baggage at the Depot. Orders left at No. 90 Chestnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT, VIZ.:
9:00 A. M. Paoli Accommodation, 10:30 A. M., 1:00 and 6:30 P. M. Fast Line and Erie Express, 11:30 A. M. Lancaster Accommodation, 1:30 P. M. Parkersburg Train, 2:30 P. M. Cincinnati Express, 3:30 A. M., 3:30 and 6:30 P. M. Erie Mail and Pittsburg Express, 9:45 P. M. Paoli Accommodation, 12:11 A. M. Paoli Express, 12:30 A. M. Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passenger trains leave Philadelphia at 11:30 P. M. Express leaves daily, Cincinnati Express daily, except Saturday. All other trains daily, except Sunday.

TRAINS ARRIVE AT DEPOT, VIZ.:
Cincinnati Express, 3:10 A. M. Philadelphia Express, 6:30 A. M. Erie Mail, 6:30 A. M. Paoli Accommodation, 8:30 A. M., 8:30 and 6:30 P. M. Parkersburg Train, 9:10 A. M. Fast Line, 9:40 A. M. Lancaster Accommodation, 1:30 P. M. Erie Express, 12:30 P. M. Southern Express, 7:00 P. M. Lock Haven Train, 7:00 P. M. Pacific Express, 9:25 P. M. Harrisburg Accommodation, 9:30 P. M. For further information, apply to JOHN E. YANNEY, Ticket Agent, No. 91 CHESNUT Street, FRANKS PUNK, Ticket Agent, 116 MARKET Street, SAMUEL H. WALLACE, Ticket Agent at the Depot, THIRTY-FIRST and MARKET Streets.

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EDWARD H. WILLIAMS, General Superintendent, Altoona, Pa.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD COMPANY
Way Mail Train at 8:30 A. M. (Sundays excepted) for Baltimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for Crisfield and intermediate stations. Express Train at 11:30 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New York, and at Perryville with train for Baltimore and Washington, stopping at Chester, Thurston, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, New Castle, Perryville, Havre-de-Grace, Aberdeen, Ferrysburg, Edgewood, Magnolia, Chesapeake and Stomper's Run. Express Train at 11:30 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurston, Linwood, Claymont, Wilmington, Newark, Elkton, North-East, Perryville, Havre-de-Grace, Ferrysburg, and Magnolia.

Passengers for Porters, Monroes and Norfolk will take the 11:30 P. M. train. Stopping at all stations between Philadelphia and Wilmington. Leave Philadelphia at 11:40 A. M., 2:30, 5:00, and 7:00 P. M. The 8:30 P. M. Train connects with Delaware Railroad for Harrington and intermediate stations. Leave Wilmington 6:30 and 8:30 A. M., 4:15, and 7:00 P. M. The 8:10 A. M. Train will not stop between Philadelphia and Wilmington. Train from Wilmington runs daily, all other accommodations trains Sundays excepted. M. W. will connect at Landon Junction with the 7:30 A. M. and 4:30 P. M. trains for Baltimore Central Railroad.

Train from Baltimore to Philadelphia—Leave Baltimore 7:25 A. M., Way Mail, 9:25 A. M., Express, 9:35 P. M., Express, 7:25 P. M., Express. SUNDAY TRAIN FROM BALTIMORE. Leave Baltimore at 7:25 P. M., stopping at Magnolia, Ferrysburg, Chester, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

H. P. KENNEY, Superintendent.
PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD COMPANY
WINTER ARRANGEMENT. On and after MONDAY, November 1, 1898, Trains will leave as follows, stopping at all stations on Philadelphia, Baltimore Central, and Chester Creek Railroads:—Leave PHILADELPHIA for PORT DEPOSIT from Depot of Philadelphia, Wilmington, and Baltimore Railroad Company, corner Broad and Washington avenues, at 7 A. M. and 4:30 P. M. A freight train, with Passenger Car attached, will leave Philadelphia at 11:30 P. M. Leave PORT DEPOSIT for PHILADELPHIA at 6:40 A. M., 9:25 A. M., and 9:25 P. M. On Saturday the 9:25 P. M. train will leave at 4:30 P. M. Passengers are allowed to take wearing apparel only as baggage, and the company will be responsible for an amount exceeding one hundred dollars, unless special contract is made for the same.

HENRY WOOD, President and General Superintendent.
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RAILROAD LINES.

READING RAILROAD—GREAT TRUNK LINE
From Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming valleys, the North, Northwest, and the Canada. WINTER ARRANGEMENT. Of Passenger Trains, December 20, 1898. Leaving the Company's depot at Thirtieth and Caloway streets, Philadelphia, at the following hours:—MORNING ACCOMMODATION. At 7:30 A. M. for Reading and all intermediate stations, and Allentown, returning, leaves Reading at 6:30 P. M. MORNING EXPRESS. At 8:15 A. M. for Reading, Lebanon, Harrisburg, Potsville, Williamsport, Pottsville, Elmira, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc. The 7:30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, East, and West. The 8:15 A. M. train connects with the Schuylkill and Susquehanna Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central Railroad Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc. AFTERNOON EXPRESS. Leaves Philadelphia at 3:30 P. M. for Reading, Potsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc. PUTTSTOWN ACCOMMODATION. Leaves Pottsville at 6:45 A. M., stopping at intermediate stations; Harrisburg at 9:10 A. M.; returns, leaves Philadelphia at 4:00 P. M.; arrives in Pottsville at 6:15 P. M. Retaining, leaves Philadelphia at 4:00 P. M.; arrives in Pottsville at 6:15 P. M. PHILADELPHIA ACCOMMODATION. Leaves Pottsville at 5:40 A. M. and Reading at 7:30 A. M., stopping at all way stations; arrives in Philadelphia at 10:30 A. M. Returns, leaves Philadelphia at 4:45 P. M.; arrives in Reading at 7:40 P. M. and at Pottsville at 9:30 P. M. Trains for Philadelphia leave Harrisburg at 8:10 A. M. and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 3:05 P. M. and Pottsville at 3:45 P. M., arriving at Philadelphia at 6:45 P. M. Harrisburg Accommodation leaves Reading at 7:15 A. M. and Harrisburg at 4:10 P. M. Connecting at Pottsville with Philadelphia Accommodation, which leaves at 6:25 P. M., arriving in Philadelphia at 9:25 P. M. Market train, with passenger car attached, leaves Reading at 7:30 A. M. for Pottsville and Philadelphia; leaves Pottsville at 5:40 A. M., connecting at Reading with accommodation train for Philadelphia at 7:30 A. M. The above trains run daily, Sundays excepted. Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for Reading at 4:30 P. M.; returning from Reading at 4:30 P. M. CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:30 and 4:00 P. M. trains from Philadelphia. Returning from Downingtown at 6:30 A. M., 12:30 and 4:00 P. M. Trains for Philadelphia return from Downingtown at 8:30 A. M., 12:30 and 4:00 P. M. Passengers for Schuylkill take 7:30 A. M., 12:30 and 4:00 P. M. trains from Philadelphia, returning from Schuylkill at 8:30 A. M., 12:30 and 4:00 P. M. Lines for the various points in Perkiomen Valley connect with trains at Collegeville and Schuylkill.

PERKIOMEN VALLEY RAILROAD. Passengers for Schuylkill take 7:30 A. M., 12:30 and 4:00 P. M. trains from Philadelphia, returning from Schuylkill at 8:30 A. M., 12:30 and 4:00 P. M. Lines for the various points in Perkiomen Valley connect with trains at Collegeville and Schuylkill.

PHILADELPHIA AND CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:30 and 4:00 P. M. trains from Philadelphia. Returning from Downingtown at 6:30 A. M., 12:30 and 4:00 P. M. Trains for Philadelphia return from Downingtown at 8:30 A. M., 12:30 and 4:00 P. M. Passengers for Schuylkill take 7:30 A. M., 12:30 and 4:00 P. M. trains from Philadelphia, returning from Schuylkill at 8:30 A. M., 12:30 and 4:00 P. M. Lines for the various points in Perkiomen Valley connect with trains at Collegeville and Schuylkill.

NEW YORK EXPRESS FOR PITTSBURGH AND THE WEST. Leaves New York 9 A. M. and 5:00 P. M., passing Reading at 1:45 and 10:05 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Philadelphia, Chicago, Williamsport, Elmira, Buffalo, etc. Returning Express train leaves Harrisburg on arrival of Pennsylvania and Northern Central Express at 6:25 A. M., and 12:30 noon, passing Reading at 7:30 A. M., and 4:00 P. M., arriving at New York 11:30 A. M., and 6:00 P. M. Sleeping cars accompany these trains through to New Jersey City and Pittsburg without change.

SCHUYLKILL VALLEY RAILROAD. Train leaves at 7:30 A. M. and 1:30 P. M., and 5:00 P. M., returning from Tanquesha at 8:30 A. M., 1:30 and 4:00 P. M. SCHUYLKILL AND SUSQUEHANNA RAILROAD. Train leaves at 7:30 A. M. and 1:30 P. M., and 5:00 P. M., returning from Tanquesha at 8:30 A. M., 1:30 and 4:00 P. M. Passengers for Pinegrove and Harrisburg, and at 12:10 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 9:15 A. M., and 4:30 P. M. from Brookside at 6:00 P. M., and from Tremont at 7:15 A. M. and 5:05 P. M.

EXCURSION TICKETS. Through first class tickets and emigrant tickets to all the principal points in the North and West and Commission Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by morning accommodation Market Train, and Sunday Accommodation Trains, at reduced rates. Excursion Tickets to Philadelphia, good for one day only, sold by Reading and Reading Accommodation Trains, at reduced rates. The following tickets are obtainable only at the office of the President, No. 721 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading.

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RAILROAD LINES.

1869—FOR NEW YORK—THE CAMDEN
and Amboy and Philadelphia and Trenton Railroad Companies' lines from Philadelphia to New York and Way Places. FROM MARKET STREET DEPOT. At 6:30 A. M., via Camden and Amboy Accom., 9:30 A. M., via Camden and Jersey City, 11:30 A. M., via Camden and Jersey City, 3:00 A. M., for Amboy and intermediate stations. At 6:30 and 8 A. M. and 2 P. M., for Freehold. At 8 A. M. and 11 P. M., for Long Branch and points on R. and B. R. At 9 and 10 A. M., 12 M., 3:30, and 4:30 P. M., for Trenton. At 9:30, 8, and 10 A. M., 12 M., 2:30, 4:30, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly, and Delaware. At 6:30 and 10 A. M., 12 M., 3:30, 4:30, 6, 7, and 11:30 P. M. for Edgewater, Riverside, Riverton, Palmyra, and Fish Hook, 8 A. M. and 2 P. M. for Riverton. The 11:30 P. M. Line leaves Market Street Ferry (Upper side).

FROM KENNINGTON DEPOT. At 7:30 A. M., 2:30, 3:30, and 5 P. M., for Trenton and Bristol, and 8:30 A. M. and 6 P. M. for Bristol. At 7:30 A. M., 3:30 and 5 P. M. for Morrisville and Tullytown. At 7:30 and 10:45 A. M., and 3:30, 5, and 6 P. M. for Schenck's and Edgington. At 7:30 and 10:45 A. M., 3:30, 4, 5, and 6 P. M., for Cornwall, Torresdale, Holmesburg, Tacony, Wissinoming, Bridgeton, and Frankford, and at 3:30 P. M. for Honesburg and intermediate stations. FROM WEST PHILADELPHIA DEPOT. At 7:30 and 11 A. M., 1:30, 4, 6:45, and 12 P. M. for York Express Lines, via Jersey City, Fare, 50c. At 11:30 P. M., Emigrant Line. Fare, 82c. At 7:30, and 11 A. M., 1:30, 4, 6:45, and 12 P. M., for Trenton. At 7:30, and 11 A. M., 4, 6:45, and 12 P. M., for Bristol. At 7:30 P. M. (Night), for Morrisville, Tullytown, Schenck's, Edgington, Cornwall's, Torresdale, Honesburg, Tacony, Wissinoming, Bridgeton, and Frankford. At 9:30 A. M., 6:45 and 12 P. M. Lines will run daily. All others, Sundays excepted.

DELAWARE RAILROAD LINES. At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Oswego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Schoenly's Mountain, etc. At 3:30 A. M. and 3:30 P. M. for Belvidere, Easton, Lambertville, Philadelphia, etc. At 5:30 P. M. connects direct with the train leaving Easton for Manchu Chunk, Allentown, Bethlehem, etc. At 11 A. M. from West Philadelphia Depot and 5 P. M. from Kennington Depot, for Lambertville and intermediate stations. CAMDEN AND BURLINGTON COUNTY AND FENICHTON AND HIGHTSTOWN RAILROADS. FROM MARKET STREET FERRY (UPPER SIDE). At 7:30 and 11 A. M., 1:30, 4, 6:45, and 12 P. M., and on Thursday and Saturday nights, at 11:30 P. M., for Merchantville, Moorestown, Hartford, Masonville, Hightstown, and Mount Holly. At 7:30 A. M., 3:30 and 4:30 P. M. for Lambertton and Medford. At 7 and 10 A. M., 1:30, and 5 P. M., for Smithville, Lansdowne, Vincentown, Birmingham, and Fenwickton. At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown. At 7:30 A. M., 3:30 and 4:30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imhartsburg, Sharon, and Hightstown. WILLIAM H. GATZMEYER, Agent.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD TIME TABLE. On and after MONDAY, Nov. 22, 1898. FOR GERMANTOWN. Leave Philadelphia at 7:30 A. M., 9:30, 11, 12 A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 P. M. Leave Germantown at 6:55, 7:30, 8:30, 9, 10, 10:50, 11 A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 P. M. The 7:30 down train and 8:30 and 9:30 up trains will not stop on the Germantown Branch. ON SUNDAYS. Leave Philadelphia at 9:15 A. M., 2, 4:05, 7, and 10:45 P. M. Leave Germantown at 8:15 A. M., 1, 3, 6, and 9:45 P. M. CHESNUT HILL RAILROAD. Leave Philadelphia at 6, 7:30, 12 A. M., 1:30, 2:30, 3:30, 4:30, 5:30, 6:30, 7:30, 8:30, 9:30, 10:30, 11 A. M., 12 P. M. Leave Cheesnut Hill at 7:10, 8:40, 11:40 A. M., 1:40, 2:40, 3:40, 4:40, 5:40, 6:40, 7:40, 8:40, 9:40, 10:40 P. M. ON SUNDAYS. Leave Philadelphia at 9:15 A. M., 2 and 7 P. M. Leave Cheesnut Hill at 7:30 A. M., 12:30, 6:40, and 9:25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia at 7:30, 9, and 11:30 A. M., 1:30, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 P. M., and 11:30 P. M. Leave Norristown at 6:40, 6:55, 7:30, 8:00, and 11 A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 P. M. The 7:30 A. M. train from Norristown will not stop at Moore's, Potts' Landing, Domino, or Schuylkill. The 7 P. M. train from Philadelphia will stop only at Schuylkill, Domino, and Conshohocken. ON SUNDAYS. Leave Philadelphia at 9 A. M., 3:30, 4, and 7:45 P. M. Leave Norristown at 7:30 A. M., and 9 P. M. FOR MANAYUNK. Leave Philadelphia at 6:55, 9, and 11:30 A. M., 1:30, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 P. M. Leave Manayunk at 6:10, 6:25, 7:30, 8:30, 9:30, and 11:30 A. M., 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 P. M. ON SUNDAYS. Leave Philadelphia at 9 A. M., 3:30, 4, and 7:45 P. M. Leave Manayunk at 7:15 A. M., 1:30, 6, and 9:45 P. M. W. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets.

NORTH PENNSYLVANIA RAILROAD—THE
SHORTEST MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTH PENNSYLVANIA, SOUTH AND INTERIOR NEW YORK, BUFFALO, ROCHESTER, NIAGARA FALLS, THE GREAT LAKES, AND THE DOMINION OF CANADA. WINTER ARRANGEMENT. Takes effect November 23, 1898. Fourteen daily trains leave Passenger Depot, corner BEEKS and AMERICAN Streets, (Sundays excepted), as follows:—At 8:30 A. M. (Express) for Bethlehem, Allentown, Manchu Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, Towanda, Waverly, and in connection with the Erie Railroad for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West. At 9:30 A. M. (Express) for Bethlehem, Easton, Allentown, Mahanoy City, Hazleton, Pittston, Scranton, and points on, via Lehigh Valley Railroad, New Jersey Central and Morris and Essex Railroad. At 11:45 P. M. (Express) for Bethlehem, Easton, Manchu Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton. At 6:30 P. M. for Bethlehem, Easton, Allentown, and Manchu Chunk. For Doylestown at 8:45 A. M., 2:45 and 4:15 P. M. For Fort Washington at 7:30 and 10:45 A. M., and 11:30 P. M. For Abington at 1:15, 5:30, and 8 P. M. For Lansdale at 6:30 P. M. For Pottsville at 7:30 A. M., 1:30, 4:30, 7:30, 10:30, 11:30 P. M. Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger, Cleveland, Chicago, San Francisco, and all points in the Great West. Trains arrive in Philadelphia. From Bethlehem at 9 A. M., 3:15, 4:30, and 7:30 P. M. From Doylestown at 8:35 A. M., 4:30 and 7:00 P. M. From Lansdale at 7:30 A. M. From Fort Washington at 9:25, 10:35 A. M., and 9:15 P. M. From Abington at 2:35, 6:45, and 9